FOREIGN SERVICE DESPATCH

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FROM : [illegible], Tripoli

TO : THE DEPARTMENT OF STATE, WASHINGTON.

198 DESP. NO.

REF : [illegible] March 10?, September 9, 1955

DATE December 1, 1955

4 For Dept. Use Only	ACTION REC'D	DEPT.	INFO	OTHER
	NEA *4	AMB-2 CAI *6	IC *10	E *4 USIA-1 AIRA
	L-2	114.7	C-5 D *4	IR *3 ARMY-4 NAVY-3 AIR-3

SUBJECT: [illegible] of the Libyan-American Reconstruction Commission

[illegible] of the seventh [illegible] of the Libyan-American Reconstruction Commission (LARC) [illegible] Statement of [illegible] consisted on the 10th, 14th, 17th and 18th of September, 1955. [illegible] in the [illegible] on most of the controversial issues, chiefly on a report from LARC's [illegible] project for [illegible] telecommunications improvements, while the [illegible] certain sec[illegible] [illegible] the [illegible] of the Libyan Federal [illegible] meeting and one on [illegible] (both [illegible] minutes of [illegible] deputy executive [illegible] secretary, [illegible] is forwarded as enclosure No. 1 [illegible] Memorandum of Conversation [illegible] of the Embassy and Ali Ahmed, Chairman [illegible] Libyan-American reconstruction project. A [illegible] of recommendations [illegible] (October 15, [illegible] the Public Works [illegible] Department needs [illegible] (October 15, [illegible] No. 2 [illegible] report on a [illegible] [illegible] which is mentioned in [illegible].

*

[illegible] seventh [illegible] of its public committees report [illegible] on [illegible] explanatory. The [illegible] [illegible] of the Committee's time and energy [illegible] improvements.

[illegible] recall such [illegible] of LD 30,000 [illegible] communications system between Tripoli [illegible] included in the Libyan Government's 1955/56 [illegible] (see [illegible] July 11, 1955). [illegible] Government found itself [illegible] the [illegible] project [illegible] to consider principle [illegible] telecommunications [illegible] 1955 [illegible] presented to LARC in a letter dated June 21, [illegible] or the Economic Planning Committee, [illegible] (see despatch 21, August 2, 1955). At LARC's [illegible] the Commission was [illegible] to [illegible] [illegible] [illegible]

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[redacted] project was for radio, not land line, communications, [redacted] thoroughly investigated over a long period of time, [redacted] installation had already been prepared.

During the period following LAC's fifth meeting, the Public Works Technical Subcommittee, occupied with other projects, made no special effort to initiate an investigation of the telecommunications project, but the Libyan Government's Ministry of Communications made an effort to present [redacted] to the Libyan Government's Ministry of Communications on its part in an effort to present the details of the project to the Technical Subcommittee or the Executive Director. At one time during August, Mr. A. J. G. MACNEIL, the Director-General of Posts and Telecommunications in the Libyan Ministry of Communications, made a proposal to the Council of Ministers for improvement of the Libyan telecommunications system. The proposal included a recommendation that the system of telecommunication between Tripoli and Benghazi should be land lines rather than radio circuits. The principal argument in favor of this change apparently was that high-frequency radio circuits [redacted] the installation of highly specialized equipment, including ten to twelve repeater stations, which could not be kept in order by Libyan technicians and would necessarily involve the employment of a large crew of costly American and skilled workmen. The Council of Ministers approved Mr. MacNeil's proposal.

[redacted] Council of Ministers' meeting, Mr. Pitt HANDACHE was allegedly [redacted] instructions to secure a decision from LAC within ten days to provide [redacted] the land line project. At subsequent meetings of the Technical Subcommittee it was decided that Mr. Blackett's arguments in favor of land lines did not carry conviction, and that sufficient technical advice for a final decision on the best type of installation was not available. The Subcommittee recommended the procedure shown on Page 3 of Appendix 2A, Enclosure No. 1 to this despatch.

The Commission's discussion of this project during LAC's seventh meeting took the course shown in the minutes. It was apparent that Salem EL-MADI, and to some extent Ali [redacted] also, were of the opinion that the Council of Ministers was entitled to expect LAC to adopt Council-approved projects with no more than a token review by the LAC Technical Subcommittee and by the Commission itself. Pitt, however, was as usual willing to be reasonably flexible when faced with opposition. In the end, his suggestions for a compromise solution, based on a proposal by Mr. Pitt Harcourt, were adopted. The compromise involved reconstruction of the assembly existing but inadequate land lines between Tripoli and Misurata and between El Agheila and Benghazi, since these sections would be needed in any event in order to provide service for the small towns along their routes. The construction of the missing section, Misurata to El Agheila, would be subject to the recommendations of the consulting engineers after a short study, and it was expected that a land-line connection would be found unnecessary.

Although a reasonable compromise was thus eventually reached on the telecommunications project, it appeared to the American members of LAC to be

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necessary to emphasize the point that LAAC decisions should be made by LAAC, not by the Council of Ministers, especially in view of the fact that the compromise solution had to be presented to the Council for acceptance or rejection. In the last analysis, it could hardly be expected that the Libyan majority on LAAC would act independently contrary to the Council of Ministers' wishes on projects submitted to LAAC, but a strong protest over the manner of submission of this particular project could, it was hoped, influence the Council to take a more responsible attitude on utilizing and being guided by the technical competence available to LAAC. While the Prime Minister is undoubtedly aware of the implications of disregarding LAAC procedures, there has always been some question as to how fully informed he has kept the other members of the Council.

Consequently the Embassy's Charge d'Affaires, a.i., Mr. David Nes, called upon Ali Sahli. A Memorandum of Conversation is forwarded as Enclosure No. 2. It should be noted that Ali Sahli's presentation of the history of the telecommunications project is hardly in accord with the presentation previously made to LAAC during its fifth meeting. According to Sahli the project originally approved by the Council of Ministers as an item in the Exceptional Budget envisaged a land line system, which had been favored by numerous technical surveys over a two-year period and also by the new Director-General of Posts and Telecommunications. This background of technical support presumably entirely justified the Council's action and made reconsideration and further delay for additional surveys impossible.

Whether Ali Sahli was disingenuous or had been misinformed about the technical support for a land-line installation is difficult to determine. It is also possible that he was the correct version and that the previous presentation made to LAAC by Mr. Fitt Hardacre was inaccurate. In any event, the Council of Ministers did accept the compromise; Ali Sahli, at least, is now better informed as to the views of the U. S. Government on LAAC's responsibilities; and it is hoped that he conveyed some part of this understanding to other members of the Council. The acceptance of the compromise would indicate that he had done so.

Subsequently to LAAC's seventh meeting, Mr. Scott Millgore, ICA telecommunications consultant, examined Libya's telecommunications needs and recommended additional improvements. He concurred in the proposals for the Tripoli-Benghazi link with the exception of the reconstruction of the Benghazi-El Agheila land line (see Enclosure No. 3). The new proposals of the Public Works Technical Subcommittee for the telecommunications project, as shown in Enclosure No. 3, were presented to the Commission in the first session of the eighth meeting, held on November 1, and set off another explosion over the postponement and probable alteration of plans for the Benghazi-El Agheila line. However, the attitude of Sahli and el-Qadi over the problem of informing the Council of Ministers of this new change was apparently more amenable to argument than it had been in the previous instance, and, following a helpful suggestion from Fuad Kikhia, the Tripolitanian member of the Commission, it was decided to refer the matter to the appropriate Minister (Abdul Majid KUBAAR, Minister of Communications) for his recommendation to the Council. Since Mr. Blodgett, the Minister's principal technical adviser on this subject, had

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concurred with Mr. [illegible]ore's proposals, the American members of LARC believed that the Minister would also concur and that he could satisfy the Council as to the advisability of accepting the new proposals. This, in fact, was the outcome. At the second session of LARC's eighth meeting, held on November 15, 1955, the Chairman announced that the Council of Ministers had approved the change in plan, with the proviso that the funds so saved be used where necessary to improve the telecommunications system east of Benghazi, which is an area of greater population than the Benghazi-El Agheila area. The actual work to be done on [illegible] of Marshall Wade depend upon a technical study by the Directorate-General of Posts and Telecommunications.

The Council's chief motive in making its hasty decision in this matter and also trying to rush the project through was a political one. The improvement of telecommunications between Tripoli and Benghazi has been publicly promised by the Government on various occasions over a long period of time and the Government feared the effect on its political fortunes of further delays or changes in plan. Its fears were particularly acute at the present time because of the approaching national elections. It is hoped that the Council now has a better conception of the U. S. Government's views on LARC's responsibilities, and although it cannot be expected that the Council will not again try to adopt the same tactics on occasion, it should now be aware that such a procedure will encounter firm opposition and it may be more wary of a head-on approach. Abdul Majid Kubaar, Deputy Prime Minister and Minister of Communications, has apparently turned out to be a staunch and sensible member of the Council of Ministers. He has backed up LARC's Technical Subcommittee recommendations on the telecommunications project and also in the matter of the substantial changes in plan for construction or reconstruction of the Federal road system which were inspired by Mr. A. J. Van Dyke's recommendations (Enclosure No. 4).

In the executive sessions of the Commission on September 17th and 19th, the candidacy of Mr. Abdel Salam Aly EL-LEHDEWI for the post of Deputy Executive Director of LARC was discussed. El-Mehdewi was in fact the Prime Minister's candidate for the position. He was stated to be a Libyan (born in Benghazi) but had spent his whole life (from the age of 3 to his present age of 47) in Egypt, where he had been for 31 years an official of the Egyptian Ministry of Finance, never obtaining more than a middle-level status. He himself claimed to be a relative of Sa. Nahas's, which is probably true. The Prime Minister pressed his candidacy personally with Ali Dahli and LARC's Executive Director. Although Mr. Erwin C. [illegible], LARC's Executive Director, was not impressed by either el-Mehdewi's qualifications or his personality, he did not feel able to take a strong stand against him in the absence of any specific indications of his unsuitability for the post. The American members of LARC were reluctant to oppose the nomination since there appeared to be no better qualified candidate available and, in view of the fact that the Libyan members of LARC had left the appointment of the Executive Director entirely to the American members, the latter felt that the same privilege should be accorded to the Libyan members in regard to the Deputy Executive Director.

The interesting aspect of the discussion of the candidate in the Commission's executive sessions of September 17 and 19 was that two of the Libyan members,

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89 Fezzani el-Ali thought that this scheme would not [illegible]

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[redacted], Minister of Public Works of Tripolitania, and Hamid LAMLUM, Nazir of Education of Cyrenaica (substituting for Omar YAGOUB) were flatly opposed to naming el-Mehdawi to the post. Kabazi announced that he would abstain if the matter came to a vote and Lbeidi stated that he would vote against el-Mehdawi. Ali Sahli was obviously not in favor of the candidate but was not prepared to turn him down outright in view of the Prime Minister's wishes. Even el-Qadi would not commit himself to be wholehearted in support of the man. After a lengthy discussion it was decided that el-Mehdawi should be offered a contract for a probationary period of six months and should be actively discouraged from accepting. Such a contract would automatically be extended at the end of that period. The Commission will make a thorough review of his performance during the six months before making the appointment a continuing one.

As it turned out, el-Mehdawi, possibly depending to too great an extent on his connections in Tripoli, wrote to Ali Sahli from Cairo expressing his dissatisfaction with the probationary contract and the salary offered (£1950 a year to start). Ali Sahli was reported at this point to withdraw the offer entirely, but it is clear that Ben Halim himself was looking for an excuse to withdraw his support of the candidate. At any rate the Prime Minister showed up at the beginning of the November 1 LAMCO meeting, talked at some length with Ali Sahli, Salem el-Qadi, and Omar Yagoub, and announced to Mr. Hamm that the Cyrenaican Administration was now prepared to release Yagoub to be Deputy Executive Director of LAMCO. This was an entirely welcome development, since Hamm had been trying for months to get Yagoub into the position and had been informed that the Cyrenaican Administration was unwilling to release him from his position as Nazir of Agriculture. Yagoub's nomination has not as yet been formally sanctioned by LAMCO, but there is no doubt of his acceptability.

For the Ambassador:

David G. Nes

David G. Nes
First Secretary of Embassy

for J. K. Emmerich
Second Secretary of Embassy

cc: [illegible]

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MEMORANDUM OF CONVERSATION September 15, 1955

Participants: Minister of Finance - Ali Sahli
David G. Nes - Charge' d'Affaires ad interim

I called on Sahli at the urgent behest of the American representatives on LARC to discuss developments re the approval of a Communications project recently submitted for financing to the Commission. The issue involved an apparent attempt of the Council of Ministers to impose on LARC a project about which the appropriate Technical Committee had serious reservations.

Opening the conversation, I said that I had come to set forth the views of the Embassy and USOM/L on two aspects of the handling of the Tripoli - Benghazi communications project, one of principle; the other technical. I was alarmed by the report of the U. S. representatives that the Council of Ministers had decided upon the ground telephone line scheme and had instructed LARC to approve it despite the Technical Committee's recommendation that a radio microwave system would be preferable. It appeared that the Council in this case had coopted the right to determine what projects merited LARC financing. If this were the case, IARC would become a rubber stamp, and the entire philosophy on which its establishment was based would be compromised. Secondly, it seemed from a practical viewpoint that a radio link was preferable since it would be:

1. Cheaper to construct ($300,000 against $500,000).

2. Far less expensive and easier to maintain.

3. More secure.

With the new microwave "scatter" system, Libya could in effect skip a century of communications development.

Sahli thanked me for my frankness and said I had been misinformed if I thought the Council was pressing a project against technical advice in opposition to it. He then made the following points:

1. Numerous surveys of the Tripoli - Benghazi communications problem had been made over the past two years, and the concensus of opinion had favored a land telephone line since it would:

a. Enable the small intervening towns and villages to be linked.

b. Would provide employment for Libyan labor.

c. Could be maintained by Libyans without foreign technicians.

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Let us earmark the necessary money for the project without defining

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2. Based on these surveys the Council had approved a land line and had appropriated the necessary funds out of the Exceptional Budget. There had been continuous public criticism at the delay in beginning construction.

3. The locust invasion had wiped out the funds set aside for communications in the Exceptional Budget so the project had been submitted to LARC.

4. So that a final opinion on the feasibility of the land line alternative would be available to LARC the newly appointed Director of Posts and Telegraphs, an Englishman, Mr. R. J. G. Blackett, had been asked to review the project. He had done so and had also approved it.

5. It would be impossible to go to the Council at this juncture and ask them to reconsider a scheme approved by a number of technical surveys over the past two years and favored by the new Posts and Telecommunications Director. Politically further delay was impossible.

I then asked about the compromise which Sahli had suggested during the LARC meeting of the previous day, namely that the present land lines between Tripoli and Misurata and Benghazi and El Agheila be reconstructed, thus providing two segments in the Tripoli-Benghazi line, and that meanwhile further consideration be given as to whether to join these two segments or whether to set up a new radio link. This would have the advantage of getting construction under way on something which would be required in any event while enabling the technicians to study once more the advantages of a micro-wave system to span the entire distance between Benghazi and Tripoli.

Sahli said he personally favored this compromise and would press it with the Council of Ministers but doubted they would accept it as they would fear further delay. I confirmed that from a technical standpoint the compromise would be acceptable to the Embassy, but that the question of principle remained unresolved and that the Ambassador would undoubtedly wish to discuss it with the Prime Minister when both had returned from their vacations. I warned that Washington would view with great disfavor any idea that LARC was obliged to approve and finance a project just because the Council of Ministers had approved it. The views of the Council would, of course, be among the factors considered by LARC in reaching a decision on any given project, but would not be determining. In the final analysis the decision must be posed strictly on economic and technical grounds. Sahli obviously was not pleased by this interpretation of LARC's responsibilities.

In leaving Sahli said jokingly that the ideal solution would be the establishment of both radio and land line and asked whether we would favor this. I said we would not since too large a proportion of LARC funds would thereby be tied up in communications and that in any event foreseeable traffic would not justify two systems.

During the morning of 17 September Sahli telephoned me at the office to say that the Council had approved the "compromise" scheme.

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LIBYAN-AMERICAN RECONSTRUCTION COMMISSION
HELD ON SEPTEMBER 10, 14, 17 AND 19, 1955
AT THE FEDERAL GOVERNMENT CONFERENCE ROOM,
TRIPOLI, LIBYA

NEA

A - First Session
September 10, 1955

PRESENT

Chairman - Essayed Salem el Qadi - Minister of National Economy (in the absence of Essayed Ali Sahli)

Members - Essayed Fouad Kabazi - Nazir of Public Works, Admin. of Tripolitania
Mr. Marcus J. Gordon - Director, USOM/Libya
Mr. Frederic K. Lundy - Economic Officer, American Embassy

Absent - Essayed Omar Yagoub, Nazir of Agriculture Cyrenaica.

Office of Executive Director - Mr. Erwin C. Hannum - A/Executive Director
Mr. Wm. S. Coupe - Management Engineer
Mr. A.R. Dakkak - Translator
Mrs. Y. Cavalli - Secretary

Others - Mr. C. Pitt Hardacre - Finance & Economic Expert Government of Libya
Mr. Harry L. Spence - U.N.T.A.B.
Dr. Ali Jazairy -Director General, Ministry of National Economy, G.O.L.
Mr. E.F. Landerholm - USOM/Libya
Mr. Floyd Larson - USOM/Libya
Sir Arthur Dean - L.P.D. & S.A.
Mr. E.M. Sicely, Director of Agriculture, Admin. of Tripolitania
Mr. E.P. Bradburne - Secretary, Economic Planning Committee
Mr. J. Walker - USOM/Libya, Fezzan

1. Essayed el Qadi called the meeting to order and asked if there were any comments on the Minutes of the previous meeting.

2. No comments. These were approved.

3. Essayed el Qadi the second item on the Agenda "Comments by Chairman" cannot be taken up as the Chairman, as you know, is the Head of the Libyan Delegation negotiating with the Italian Commission. I also regret that Essayed Omar Yagoub has not come to the meeting. (Essayed Hamed Ebeidi, Nazir of Education, Cyrenaica, was requested to serve for Essayed Yagoub, but the cable arrived after the first session recessed. Essayed Hamed Ebeidi was present at the second session).

Report on Policy Committee (See Appendix 1)

4. Mr. Hannum The Policy Committee met on the 3rd September in the Office of the Chairman of the Commission with the three members of the Committee and the Executive Director present. There has been distributed a report of the Policy Committee which sets forth three recommendations and a separate Policy Statement Regarding Economic Development. He suggested that in the absence of the Chairman of the Committee, one of the members of the Policy Committee, Essayed Kabazi or Mr. Gordon make the presentation.

5. Essayed Kabazi explained how the Committee had arrived at the actions which had been submitted.

6. Mr. Gordon You all probably have read the Policy Statement Regarding Economic Development that was submitted to the Commission for consideration and approval. The problem facing the Policy Committee was to define Economic Development. That is what we have set forth in our recommendation. But we did not mean to imply that L.A.R.C. should undertake all things which fall within the definition of Economic Development. It is an extremely broad field. Almost everything one can think which contributes to improving the standard of living of Libya, and improving its production capacity is included. However, it still remains for the Technical Sub-committees, the Technical Committee and the Commission to consider priorities within this broad field.

7. Essayed el Qadi It is the duty of the Policy Committee just to define the main lines of the Policy on which L.A.R.C. should proceed, and not to give any definite lines that would have to be followed.

8. Mr. Gordon I think the three princi[illegible] ontained in Recommendation No.2 are somewhat helpful because [illegible] dicate certain types of expenditures L.A.R.C. should not [illegible] e.

9. He read the three points which were:-

> "2. Recommends to the Commission for consideration and approval the following principles:-
>
> a) Generally L.A.R.C. funds not to be used for operation or maintenance.
>
> b) Generally L.A.R.C. funds should not be used to purchase land.
>
> c) Careful consideration must be given prior to approving each project whether the Government of Libya will have the financial capability to operate and maintain such activity or facility."

10. Essayed el Qadi discussed recommendation 2 (a) and asked what it meant.

11. Mr. Gordon said that L.A.R.C. funds should not be used to pay year to year operating costs of, for example, schools, hospitals, etc. L.A.R.C. funds should be used primarily for capital improvement and basic equipment but not for continuing operations.

12. Mr. Pitt Hardacre The year to year operating costs should be covered by the Domestic Budget. For example, if we reconstruct the Benghazi Harbor L.A.R.C. pays for it, but once it is rebuilt then the Domestic Budget of the province maintains it.

13. Mr. Gordon The Committee recognised the fact that there may be a difference between ordinary maintenance and unusual maintenance. There may be occasions when equipment or a road is badly run-down and needs to be completely rebuilt.

14. Essayed el Qadi Item 2 (b) I agree that it is not necessary to purchase land.

15. Mr. Pitt Hardacre There will, however, be occasions when land should be bought. We do not want a categorical "no". A specific example where land must be bought is the present site of S.E.C.I. This will be included as part of the assessment.

[illegible] the non-completion of the Technical Study, or is it for [illegible] factor? The whole thing is very urgent and must be given the utmost

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16. Essayed el Qadi What is your opinion in respect of "(c)" Mr. Pitt Hardacre?

17. Mr. Pitt Hardacre I think the Commission before spending this money must be sure that this money will not be wasted, and if the Government cannot maintain a project then the money has been wasted. Therefore, it is the Commission's responsibility to see that the money is not wasted if the Government cannot maintain it.

18. Mr. Hannum There is no point of putting money into building a facility if the Government cannot operate and maintain it over the years.

19. Dr. Jazairy I approve the insertion of "(c)", but there is one point to keep in mind. For instance, when the Government approaches the Commission with a request to adopt a certain project the Government is aware that it can maintain it. It would not propose the adoption of a project if it cannot maintain it, and if L.A.R.C. thought differently then this would be a difference of opinion.

20. Mr. Pitt Hardacre Sometimes a particular Department or Province makes a suggestion for a project for consideration by L.A.R.C. The Technical Committee and Sub-committee will go into details of the cost of operation and maintenance. If this is found too high then L.A.R.C. will draw the attention of that particular Department or Province on what the maintenance cost will be. This would not mean a difference of opinion. L.A.R.C. will only say that this is very high and will ask them if they are able to maintain it.

21. There was extensive discussion on the various projects which L.A.R.C. is to finance, such as the Federal Coast Road, the Wells and Cisterns, the Tripoli Power Station, all of which will later need operation and maintenance.

22. Essayed el Qadi The discussions and comments on this point (c) makes it appear that this point is not necessary and should not be inserted in the report by the Policy Committee. It is obvious that the Government will not approach the Commission unless it knows that it can maintain the project which it is proposing.

23. Mr. Gordon We cannot assume that. I think it is almost characteristic by Governments all over the world to underestimate the need for and the cost of maintenance, and competent personnel in connection with projects. Therefore, I think that this is something the Technical Committee should go into with representatives of Government Agencies who are presenting the projects and make out a total picture on what they are getting into as regards continuing obligations.

24. Mr. Pitt Hardacre I suggest that paragraph 2 (c) read as follows:-

"Careful consideration must be given by the initiators prior to the Commission approving each project as to whether the Government of Libya or the provinces will have the financial capability to operate and maintain such activity or facility."

25. Essayed Kabazi I think it is a very good amendment.

26. Essayed el Qadi What do you think of the suggestion of Mr. Pitt Hardacre Mr. Gordon? I personally believe that it really settles the question, because it means that every consideration will be given to any proposal by those who are proposing the project and I would like to have this inserted if Mr. Gordon and Essayed Kabazi will approve.

27. Mr. Gordon I think it is an improvement. I do not think, however, that we should leave the responsibility to the individual initiator. The Commission itself will have to be concerned about continued commitments. I think the amendment is good.

28. Mr. Hannum I am still bothered. I think it takes too much for granted. This is an essential factor in determining how money should be spent for maximum results in economic development. The responsibility of L.A.R.C. must be exercised in this action. I believe the intent is to say that careful consideration should be given prior to submitting projects to L.A.R.C. and that L.A.R.C. must assure itself, prior to approval of each project, that it will be within the financial capability of Libya or the respective provinces, to maintain such an activity. I believe that is a kind of thing that needs to be very clear.

29. After extensive discussion the following wording for paragraph 2 (c) was suggested by Mr. Gordon and agreed by all:-

> "Careful consideration must be given by the initiator prior to submitting each project, and by the Commission prior to approving each project, to whether the Government of Libya or the province will have financial and technical capability to operate and maintain such activity or facility."

30. Mr. Gordon I would like to suggest that since "(c)" is a sequel to "(a)" it should follow this and so reverse (b) and (c)

31. This was agreed.

32. Essayed el Qadi Was not very much in agreement of having a "Standing" Policy Committee. He did not see the necessity for this.

33. Mr. Gordon The Committee will only study questions referred to it by the Commission, and they will make their recommendation for consideration by the Commission.

34. Essayed el Qadi suggested that the language be amended so that this Policy Committee not be a Standing Committee.

35. After considerable discussion about the meaning and significance of the term "Standing Committee", Mr. Pitt Hardacre suggested it might help to amend the wording of paragraph 3 as follows:-

> "Recommends that the Policy Committee, membership of which will be changed from time to time, be a standing committee of the L.A.R.C. to which questions regarding interpretation of economic development and other policies, may be referred by the Commission. The Policy Committee will consider such questions and make recommendations to the L.A.R.C."

36. This was unanimously agreed.

37. It was agreed also that the short statement containing the three principles should be distributed widely to Ministries, Nazirates and others concerned with L.A.R.C. projects. The Policy Statement Regarding Economic Development will not be distributed.

38. Mr. Lundy I would like to submit the following suggestions for consideration of the Policy Committee which could be incorporated in these guide lines:-

1. LARC is not the only source of economic development funds for Libya and, consequently, need not attempt to cover all fields of economic development. In other words the LARC program need not be internally balanced but should fit into a balanced total development program for Libya.

2. LARC should in the main concentrate on large projects or closely coordinated programs consisting of smaller project which are closely related to each other. LARC should not disperse its efforts in small unrelated projects and thus weaken its impact on increased production.

3. While no field of economic development may be said to be outside LARC's competence, nevertheless highest priority should be given to projects which will have the quickest and most direct influence in increasing production.

39. Essayed el Qadi I think it is a good idea and it should be referred to the Policy Committee.

40. This was agreed to.

Telecommunications Network (See Appendix 2)

41. Mr. Pitt Hardacre You may remember that we had a time limit to put in a proposal for the Telecommunications Network. That time has expired. As time is getting short I suggest that we take up this item now. It would normally come up in connection with Agenda Item 6.

42. This was agreed.

43. Sir Arthur Dean read the proposals put forward by the Public Works Technical Sub-Committee. He pointed out that time had not permitted the translation to Arabic.

44. Mr. Hannum In view of the need for early improvement of service, this finding by the Public Works Subcommittee is a very important contribution that the telephone service can be improved in a very short period of time to a satisfactory basis for two years or more, at a relatively small expenditure.

45. Essayed el Qadi Wasn't the Telecommunications project already studied by the Ministry of Communications?

46. Mr. Pitt Hardacre That was the project put forward by Mr. Blackett to the Council of Ministers when he had been in the country only three weeks. He made his recommendations based on the experience he had in the Sudan. He now agrees to this proposal.

47. Essayed el Qadi The Council of Ministers have already approved Mr. Blackett's project.

48. Mr. Pitt Hardacre Mr. Blackett has now withdrawn this project and now agrees fully with this project.

49. Essayed el Qadi The Council of Ministers' action is to use the Land Line.

51. Essayed el Qadi Proposed to refer this again to the Ministry of Communications. As a member of the Council of Ministers he could not shoulder any responsibility.

52. Mr. Gordon What method of financing did the Council of Ministers have in mind when they approved the Land Line?

53. Essayed el Qadi The Exceptional Budget.

54. Mr. Gordon But they had the problem of financing the Locust campaign which used all the funds intended for the Telecommunications item.

55. Mr. Pitt Hardacre The Council of Ministers wanted to have an assurance that L.A.R.C. would finance this project before they diverted the £L.300,000 from the Telecommunications Network item in the Exceptional Budget to Locust Control. The Chairman of L.A.R.C. was instructed to report back to the Council of Ministers on the proposals from the L.A.R.C. Technical Committee and the Commission action. What we now have to do is to transmit the whole of paragraph 3 of the Public Works Subcommittee's report to the Council of Ministers.

56. Essayed el Qadi I cannot bear any responsibility. I propose that the whole report be translated in Arabic. That we adjourn until the translation to Arabic is ready, and then ask Mr. Blackett to be present at the meeting. I would like to be given at least 24 hours to study the whole thing. Could we meet on next Wednesday?

57. Mr.Gordon I am leaving for Cairo on Tuesday morning and shall be back in ten days time. I could have an alternate present.

58. Essayed el Qadi Asked Mr. Hannum to contact Commission Member Omar Yagoub and ask him to be present on Wednesday at 10 a.m. and to ask Mr. Blackett also to be present. The translation to be ready Monday morning.

59. Mr. Sicely I think it is fair to say that Mr. Blackett did not really withdraw his proposal but he agrees with the Sub-committee that it is better to have a thorough investigation instead of going straight to the Land Line project.

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60. Essayed el Qadi Shall we move now to Item 4, Report on the Fezzan Development Subcommittee of the Economic Planning Committee.

61. Mr. Gordon Since this item deals with the Fezzan, may I introduce Mr. Jack Walker, whom I have asked to come as an observer. He is our U.S.O.M. general representative in the Fezzan and is now back from Home Leave, and on the way to the Fezzan.

62. Mr. Spence I feel it is a bit premature to talk about this now but I feel that L.A.R.C. would like to be brought up to date on the activities of this Committee. I think that L.A.R.C. is familiar with the fact that the Economic Planning Committee has constituted a sub-committee for the purpose of making a complete study of the problems, and appropriate approaches for a development program of the Fezzan. The original idea is to bring together the various sources of information on the Fezzan with the purpose of attempting to work out a coordinated development program. The Committee has been organised and has devoted time to general discussions of the Fezzan problems. The principal problem in the Fezzan at the present time is that people are drifting away from agricultural pursuits due to the fact that since 1952 the building program at Sebha and other development work has furnished some day labor at wages which are more attractive than what they have been able to earn in agriculture. As a result there has been a drifting away from agriculture resulting in decreased production.

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According to the figures furnished by the Fezzan Government, there has been a steady decrease in production. The problem has been presented by the Fezzan Government saying that they had an emergency situation of unemployment. The feeling is that this is not an emergency situation but a chronic one. The Committee has analyzed this and decided that there are two approaches. The first one is to forestall the present trend of drifting away from agriculture, by improving the present facilities through the adoption of better seeds, better husbandry practices, etc. The second one, is by a long-term program which provides for additional wells, schools, etc. A report is now being drafted which will contain all the information available on the Fezzan for background material. From this a definite program will be formulated and recommended by the Committee. It will be a unified program covering programs from the various agencies in the Fezzan.

63. There were no comments on this report.

64. Mr. Hannum L.A.R.C. received a letter from His Excellency el Qadi about the Fezzan projects in relation to the emergency situation and requested L.A.R.C.'s assistance. The review by Mr. Sponco's Committee indicated that the program is in hand. L.A.R.C. activities in the Fezzan are already under way on some projects that have already been approved. As this program develops L.A.R.C. will undoubtedly continue to participate in it. It appears that there is no need for immediate further action by L.A.R.C.

65. Essayed el Qadi The letter which I sent to you was in compliance with the wishes of the Relief Committee, that asked me that certain projects should be created and started to assist in solving the problem of unemployment. I think Mr. Pitt Hardacre had attended this meeting.

66. Mr. Pitt Hardacre No I have not been in one yet but certainly action has been taken. However, we have got £L. 100,000 for immediate expenditure in the Exceptional Budget for the Fezzan as soon as the Council of Ministers approve it.

67. The meeting recessed at 1.20 p.m. to meet again on Wednesday, September 14, 1955 at 10 a.m.

B - Second Session
September 14, 1955

PRESENT

Chairman	-	Essayed Ali Sahli
Members	-	Essayed Salem el Qadi Essayed Fouad Kabazi Mr. Frederic K. Lundy Essayed Hamed Ebeidi, Nazir of Education Cyrenaica alternate for Essayed Omar Yagoub Mr. Floyd Larson, USOM/Libya, alternate for Mr. Marcus J. Gordon
Office of Executive Director	-	Mr. Erwin C. Hannum Mr. Wm. S. Coupe Mr. A.R. Dakkak Mrs. Y. Cavalli
Others	-	Mr. C. Pitt Hardacre Sir Arthur Dean Mr. E.F. Landerholm Mr. Harry L. Spence Mr. E.M. Sicely Mr. C.P. Bradburne Mr. Blackett

68. Essayed Sahli opened the meeting. He said that Essayed Omar Yagoub had delegated Essayed Hamed Ebeidi, Nazir of Education, Cyrenaica, to represent him at this meeting. Also that Mr. Gordon, who had left for Cairo the previous day, had delegated Mr. Larson to represent him. We will start with a brief report by Mr. Hannum on Agenda Item 5, Report on Status of L.A.R.C. program.

69. Mr. Hannum At the meeting on Saturday, there were distributed to you three tables which I would like to bring to your attention, and discuss them quickly. The first one shows the status of funds as at August 31st. The details for the transfer of funds to projects is shown in the second table. The third one will be of some significance when discussing the Program Additions and Changes. He gave details on the three tables (See Appendix 3).

70. Mr. Pitt Hardacre Noted that this does not include any additional economic aid which we may receive this year.

71. Essayed Sahli I think we can come back to the details when the occasion arises. Salem Bey would like to speak about the Telecommunications scheme.

72. Essayed el Qadi You will remember that during the last session of the Commission the report on the All-Libya Communications Network had not been translated in Arabic and we adjourned the meeting in order to have the translation. I have this now and I would like to let you know the opinion of the Council of Ministers on this subject. They are of the opinion that the Land Line Communication Network should be adopted, and not the wireless communication as appears to be the inclination in the Sub-committee's report. They did not come to this decision summarily. It was discussed in detail with the respective technicians and Mr. Blackett was also consulted. For this reason I have asked Mr. Blackett to attend this meeting to-day to give us his opinion and assist us with his experience on this subject.

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73. Mr. Blackett I was asked at the L.A.R.C. Public Works Technical Subcommittee meeting why I had made the recommendation for the Land Line. I said the reason was that it is a well proved technical fact in Africa and I was certain that it would work. Whereas the VHF requires relays all the way. As a result of discussion I was asked whether I was aware of the new development called scatter. I said I was aware of it, and, of course, in future it might solve the problem of the link between here and Benghazi, but if it is a question of the present I was certain the land line was the best.

74. Essayed Sahli So you are still in favour of the Land Line?

75. Mr. Blackett If it is constructed at the moment, Yes.

76. Mr. Pitt Hardacre How long will it take to build?

77. Mr. Blackett 12 months

78. Mr. Pitt Hardacre From your proposal to the Council of Ministers I understood that this would take three years.

79. Mr. Blackett This includes other considerations as well.

80. Essayed Sahli I remember at the Council of Ministers you did not mention time. You said we should improve immediately the present telephone link between Benghazi and Tripoli and at the same time we should embark on a larger schemo which would take some time, but the most important thing is that we start immediately improving the system until such time as the larger scheme is completed.

81. Mr. Pitt Hardacre The Council of Ministers have been put in a very awkward position. It is now a question of whether the technicians agree or disagree to one system or the other.

82. Essayed Sahli I do not blame the Council of Ministers. I know they have been considering this project for a long time. Experts have been brought from England and other countries, and, each time the question was submitted to the Council of Ministers. They mentioned this in their policy statements promising that the tele-communications scheme would be immediately started, and then before they took a decision, some other project came or there was no way of financing it. Finally after two years' discussion they came to a decision which they thought would be a sound one. It was dicussed at length with Mr. Blackett, the new Director General of Posts and Telecommunications, in order to do things properly. They let him have time to put forward his views and they finally unanimously decided to adopt the Land Line. They instructed the Ministry of Communications to prepare World Wide tenders and then this question was passed on to L.A.R.C. Now this new Scatter VHF is being put forward. My opinion is that the Council of Ministers would be very furious if this proposal is put before them unless we are absolutely convinced that we are wasting money if we adopt the Land Line.

83. Mr. Hannum The matter was referred to L.A.R.C. for consideration of earmarking and allotment of funds. In accordance with L.A.R.C. procedures it was referred to the Public Works Technical Subcommittee which has diligently looked into the matter and has made its recommendation that a small amount, about £5,000, be spent now to put the existing radio telephone facilities in satisfactory service for two years or more, that during this time a 6 to 12 months study and analysis be made of the best system for Libya's economic development, and £L. 300,000 be earmarked for installation of the best system appropriate when recommendations are received. This is how this matter stands before the Commission.

84. Sir Arthur Dean As Chairman of the Public Works Sub-committee which has reviewed this problem, I wish to make my statement. We had the advantage of Mr. Blackett's presence and he gave us a very full technical outline of what he had proposed to the Council of Ministers. We also had the advantage of the American members of the Sub-committee who are familiar with the more modern VHF methods of communications. It was the concensus that although the Land Line would operate as Mr. Blackett had said, it was a method of communication, in view of the distance involved, which is becoming increasingly old fashioned. We further had a note about the Scatter System which is the method which has a big advantage over the others, as it does not require repeater stations along the coast. The general feeling of the Sub-committee, which is reporting, was that in view of the recent technical developments which have not been evaluated at the moment it would be a mistake to recommend to the Commission that at this stage a sum of £L. 300,000 be spent extending to £L. 1,050,000 ultimately, on a method of communication which is already recorded as old fashioned. A period of 6 to 9 months is expected to be necessary to make small but very valuable improvement to the existing system for which we are recommending that £L. 5,000 be earmarked. This was increased by Mr. Hannum in his recommendation to £L. 10,000, and I think this is a very good idea. This will give such an improvement within a period of 6 months, or probably three months, to make it possible for the next 9 to 12 months to hold off further immediate work, and to have a full evaluation by consultants who may come from America or Britain, for which we have recommended the earmarking of £L. 10,000 for a full investigation. Mr. Hannum increased this to £L. 20,000 in his recommendation. Mr. Blackett himself indicated that the advantages of a modern system, particularly the scatter system, would be such as to justify the substitution of it for the Land Line. Therefore, the recommendation we are making is divided into three sections:- a) the provision of £L. 10,000 for immediate improvement in the radio telephone system, b) the provision of £L. 20,000 for a complete evaluation of all three possibilities the Land Line, V.H.F. and the Scatter System and this would be concerned initially with the immediate link between Tripoli and Benghazi, which is of first priority, and we will also include any further work on the terminal exchanges and extensions to Libya's International Borders in both directions, c) the provision in nine months time of £L. 300,000 necessary for whichever installation is decided upon.

85. Essayed Sahli I entirely agree that this is a very reasonable recommendation. The only difficulty is that this did not happen from the beginning. The question has now been under study for two years and I am afraid that the Council of Ministers may feel that if we delay again this will go on for some time.

86. Mr. Pitt Hardacre Mr. Blackett's scheme is in three stages. I am no technician but I understand that there must be a land line at each end in the populated area. I would suggest that we go forward with the land line from Tripoli to Misurata and from El Agheila to Benghazi. In the meantime we can have the survey made and see if the Scatter system could be used.

87. Essayed Sahli What is your opinion Mr. Blackett?

88. Mr. Blackett That is why I put forward the scheme in three stages so that while the two sections are being carried out further investigations could be made to see whether we should go further with this land line between Misurata and El Agheila or whether we should have the VHF system installed.

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The installation of a new long-distance telephone communica-

89. Essayed el Qadi thought that this scheme would cost less if the contract is let for the whole scheme at once.

90. Mr. Pitt Hardacre I should not have thought this is the case. It is a long distance between here and Misurata. I do not think there is any appreciable saving if the whole contract would be let at one time.

91. Mr. Blackett I agree with this suggestion. The crux of the matter is the question of availability of funds for the commencement of work on the land lines at both ends.

92. Mr. Pitt Hardacre We would now have the money from L.A.R.C.

93. Essayed el Qadi Could you give us an idea of how much it would cost for the land communication between Misurata and Agheila, and what would be the cost of the Scatter System between here and Benghazi?

94. Mr. Blackett The information we have about the Scatter System is that the terminals would cost approximately £L.130,000 each, that is £L. 260,000. The cost of the Land Line between Misurata and Agheila would be in the order of £L. 300,000. The figures reconcile.

95. Essayed Sahli I would like to submit a proposal for the consideration of the Commission. The proposal is that we take into consideration the decision of the Council of Ministers and the recommendations of the Technical Sub-committee. That we start immediately the reconstruction of the Land Line between Tripoli and Misurata, and between Benghazi and Agheila. This would be in line with the decision of the Council of Ministers about the Land Line System and at the same time we will not lose at all if we implement the recommendation made by the Sub-committee of having this survey made. By the time the land line at both ends will be reconstructed, we shall ~~have~~ know what the position is and it will be a separate decision then whether we proceed with the Land Line or adopt this scatter system. In other words, we start implementing the decision of the Council of Ministers partially, and then in some months when we have the recommendation of the experts it will be very easy if proofs are given for the Council of Ministers to take decision in this respect.

96. Mr. Hannum It should also include the £L. 10,000 necessary to improve the existing radio telephone system between Tripoli and Benghazi.

97. Essayed Sahli Agreed that this should be included.

98. There was discussion on whether the villages between Misurata and Agheila could be connected to Tripoli and Benghazi. It was pointed out that this could be done by means of small inexpensive receiving sets. Like the ones used by the Police. It was also pointed out that the Scatter System if applicable to Libyan conditions would have two advantages (a) that it cannot be jammed and (b) it is more secure, as communications cannot be intercepted by any receiving set. In reply to a query it was explained that conditions in Africa may not be the same as Northern Europe, where this system is operating, this depends on atmospheric conditions, water, sand, etc. This would be included in the Technical study.

99. Mr. Lundy I find two difficulties with your proposal (1) we have been studying a project covering communication between Tripoli and Benghazi. If, in the course of further study, it is found that the High Frequency Station is the better one, then the reconstruction of the two telephone lines Tripoli/Misurata and Agheila/Benghazi would be a further additional project which was not in the original one; (2) We have at the moment no funds for earmarking immediately except £L. 12,400, so that if work is to be started on these Land Lines immediately it would require some changes in the earmarking of present funds, as we cannot earmark money which we have not got.

100. Mr. Pitt Hardacre Mr. Lundy has raised a point which is quite correct. He says that we cannot earmark money which we have not got. However, we have an estimated surplus over and above what we can spend this year which we will not be able to spend this financial year. We feel pretty confident that we will get economic development aid, but until we receive it we cannot really plan on spending more. Consequently we must withdraw the earmarking on certain items which we will not spend this year to cover expenses for this scheme in this financial year. Mr. Blackett must give us an estimate on how much he requires to spend this year, then the Commission must decide to withdraw the earmarking on some items that will not be spend this year.

101. Essayed el Qadi insisted that the decision of the Council of Ministers regarding the Land Line be adopted. He said "we can do with an old fashioned system for another 20 years. Let the other countries try this other system first."

102. Essayed Sahli I suggest that we earmark the money for this scheme, whether it is the "scatter" system or the land line whatever it may be. Then we tell to the Council of Ministers that we have a new point of view regarding this project. We tell them "we have earmarked this sum for this project. You have decided that the scheme should be a Land Line system but we think it would be better to start the land line between Tripoli and Misurata, and between Benghazi and Agheila, and if by the time this land line is completed the experts recommend that we should adopt the scatter system we will do so. Otherwise we will continue the land line between Misurata and Agheila. We would also include the £L. 10,000 for the immediate improvement of the direct radio telephone connection."

103. Mr. Larson I am sorry to complicate this situation but I am afraid I do not agree that the Land Lines are necessary in any case. It was our understanding at the Sub-committee meeting that possibly a system could be designed which would not require land lines, except to the rural areas, and I think it is quite an important point. I personally do not profess to be a technical man on this subject, but I think we should not by-pass the Sub-committee on this.

104. Essayed el Qadi was surprised to hear that the project was not referred as recommended by the Council of Ministers to the Technical sub-committee. How is it that the whole project has not been studied in the light of this recommendation and that the study was confined to certain aspects of the project only.

105. Sir Arthur Dean My point of view is that it was studied with extreme thoroughness. We had a series of discussions with some British experts and some American experts and only after these discussions have we put forward our proposal.

106. Mr. Lundy I believe we must go through the appropriate procedures on all projects which have been set up by L.A.R.C. and that we must take into consideration the recommendation of L.A.R.C.'s Technical Sub-committees. I do not consider that they are a formality. We must have their recommendation when they are technical recommendations. I would propose that we accept the proposal of the Technical Sub-committee. I would like to add something further. We could earmark and allocate funds to a Communications project between Tripoli and Benghazi. This money although earmarked and allocated would be subject to the submission of detailed plans and specifications to the Executive Director and, consequently of course, will be subject to the investigation results by the Technical Sub-committee, but the money could be made available since it will be needed in any case, on the understanding that it would not be actually transferred until the appropriate procedure has been worked out.

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1. £L.300,000 of L.A.R.C. funds was Earmarked to be available for the Telecommunications Project. This

Let us earmark the necessary money for the project without defining exactly the type of project we have in mind.

108. Mr. Lundy That is what I have suggested. It is clear that we are not committing ourselves to the Land Line project now. We are just earmarking funds for the carrying out of the project without defining its shape and type.

109. It was agreed to accept Essayed Sahli's proposal, namely:-

1. Start work on the Land Lines between Tripoli and Misurata, and between Benghazi and El Agheila.

2. Improve the existing high frequency radio telephone equipment which provides service between Tripoli and Benghazi.

3. Implement the recommendation of the Public Works Technical Subcommittee of having a survey made by experts to consider the advisability of adopting the new scatter or other systems.

4. Earmark L.A.R.C. funds to instal the system for telephone communications between Tripoli and Benghazi that is recommended by the experts and approved.

110. Mr. Hannum said that the reprogramming necessary to provide funds for Earmarking and Allotting to carry out the Telecommunications Project might be on the Coastal By-Pass Road. He suggested that the Commission consider amending the Earmarking and Allotment for the Coastal By-Pass road to read zero. The Commission could, if necessary, Earmark a sum out of next year's funds to keep that project active. This suggestion would make available £L. 250,000 immediately for the Telecommunications project. The balance would be Earmarked out of next year's funds.

111. Essayed Kabazi I hope you will not resort to such a measure before you consult the Provincial Administration. Correspondence is going on now between the Libyan Government and the Provincial Administration concerning the Coastal By-Pass Road.

112. Mr. Pitt Hardacre I think that the question is not cancelling the scheme but we will resume it next year.

113. Mr. Hannum As an alternative, would it not be better to amend only the Earmarking of the Coastal By-Pass road to read £L. 125,000. The allotment would remain at £L. 125,000. This would provide £L. 125,000 in the current year to Earmark and Allot for the Telecommunications Project. If that amount is sufficient for the Telecommunications Project for the current year then what is needed is to amend the Earmarking and Allotment for the Coastal By-Pass Road to read £L. 125,000, and by another action Earmark and Allot £L. 125,000 for the Telecommunications Project. If these two actions are acceptable, by another action the Commission could Earmark the balance for the Telecommunications Project, £L. 175,000, out of next year's funds.

114. This was agreed to in full.

115. Essayed el Qadi We agree to this but any sum which is not spent this year should be allotted to the Telecommunication project.

116. Mr. Blackett I do not think we could possibly spend more than £L.125,000 this fiscal year.

117. In view of the late hour it was agreed that the other items on the Agenda would be taken up at a further session on Saturday September 17, 1955, at 10 a.m. The meeting was recessed until that time.

PRESENT

Chairman	-	Essayed Ali Sahli
Members	-	Essayed Salem el Qadi Essayed Fouad Kabazi Mr. Frederic K. Lundy Essayed Hamed Ebeidi, Nazir of Education, Cyrenaica alternate for Essayed Omar Yagoub Mr. Floyd Larson, USOM/Libya, alternate for Mr. Marcus J. Gordon
Office of Executive Director	-	Mr. Erwin C. Hannum Mr. Wm. S. Coupe Mr. A.R. Dakkak Mrs. Y. Cavalli
Others	-	Mr. C. Pitt Hardacre Sir Arthur Dean Mr. E.F. Landerholm Mr. Harry L. Sponce Mr. E.M. Sicely

118. Essayed Sahli We shall begin by discussing Item No.6 "Program Additions and Changes" (See Appendix 2)

Area Development

119. Mr. Hannum read from the resume submitted. It recommended Allotment of £L. 8,000 of the £L. 50,000 Earmarked. Steps are being taken to organise an Area Development Committee. Mr. Landerholm is Chairman of the L.A.R.C. Agriculture Technical Sub-committee that deals with this.

120. Essayed el Qadi expressed the opinion that he is in favour of setting up such a Committee. This should also be followed in the other provinces. The composition of such Committees need not always be the same. In the case of the Wadi Caam for example you really would not require Education and Health representation.

121. It was agreed to Allot £L. 8,000 as recommended.

Land Settlement on ENTE Properties

122. Mr. Hannum read the resume which recommended that the £L. 10,800 which has been Earmarked, now be allotted for this project.

123. Essayed Kabazi It is a useful project and success is expected.

124. It was agreed to Allot the £L. 10,800 as recommended.

Wadi Megenin Flood Control

125. Mr. Hannum read the resume recommending that £L. 60,000 be Allotted for this work.

126. Sir Arthur Dean Something has happened since Mr. Hannum prepared this report. The planning has gone back a bit. There were serious difficulties on taking labor from Tripoli to this area, so we have made other arrangements. An immediate start is not contemplated now on this Wadi Megenin/Bir Gurgi stretch. I have written letters to all concerned. I have done this in consultation with the Minister of Finance. It was going to be too expensive to do the job in this fashion, using relief labor, and it was decided it would be better to provide funds in a different way which the Public Works Department is organising for the relief labor which was to be employed. As a result, this particular work will await for some little time.

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Committee, one of the members of the Policy Committee, Essayed Kabazi or Mr. Gordon make the presentation.

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127. Essayed Sahli We have agreed that these workmen should be employed in some other fields, but what will you do with this scheme?

128. Sir Arthur Dean As a matter of fact it can best be carried out with a few skilled laborers using machinery rather than using unskilled labor. In any case it would be preferable to take it up a little later when the whole scheme is agreed upon. This of course is not the primary reason for changing our plan, but there is a purely technical point. It would certainly be better to await the completion of the whole scheme and not start one section ahead of the rest.

129. Essayed el Qadi Is the delay in the commencement of works wholly due to the impossibility of accommodating the laborers or because of the non-completion of the Technical study, or is it for a third factor? The whole thing is very urgent and must be given the utmost consideration for immediate execution.

130. Sir Arthur Dean The studies of a technical nature are to be completed in March 1956 and only after the original plan was to be finished was the present work to be started. As a matter of urgency one part of the Technical study was advanced and became ready in the first week of this month. This was done specifically in order to employ some labor on this scheme. This was not a particularly satisfactory one from the technical angle, as everyone can appreciate, but it has not been found possible. We are now proposing to revert back to the normaltime of completion of the studies. We are now returning to the original program and the studies will be submitted in the normal course. We shall then ask L.A.R.C. to convert the earmarking to allotment sometime during next March.

131. In view of this discussion, no action was taken on this item.

All-Libya Communications Network

132. Essayed Sahli This was discussed at the last meeting.

133. Mr. Hannum commented on the table showing the Project Actions as at August 31, 1955 which had been distributed in connection with Item 5 on the Agenda.

134. Essayed el Qadi On review of this statement, I see that a total of £L. 543,610 only was transferred to projects. Out of this £L. 500,000 have gone to the National Bank of Libya. This means that only £L. 43,610 have gone to the other projects. This seems an indication of slow progress in the execution of the projects.

135. Mr. Hannum This is one month's activities and less than one month for a number of these. The amount that they have asked for is the amount that they actually have immediate need for.

136. Essayed el Qadi I would like to take this opportunity to ask the Action Agencies to double their efforts to carry out their projects as quickly as possible.

137. Mr. Hannum Many projects are getting under way. The report for the month of September will show considerable increase in activity. A number of new starts have been made since the first September, which was the end of the period covered in the report referred to.

138. Essayed Sahli I think we have dealt with all items which require the consideration of all of us. There is a last item on the Agenda which

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138. Essayed Sahli I think we have dealt with all items which require the consideration of all of us. There is a last item on the Agenda which I think should be dealt by the Commission members themselves. I would like to ask the help of Mr. Pitt Hardacre and Sir Arthur Dean if they would be good enough to assist us on one or two points.

139. It was agreed that the Eight Meeting of the Commission would be held on the 25th October, 1955.

The Commission then went into Executive Session.

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LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

REPORT OF POLICY COMMITTEE

The Report of the Policy Committee was presented to the Commission as it appears on the following page, and was accompanied by a "Policy Statement Regarding Economic Development".

The Commission took the following action:-

1. It accepted the "Policy Statement Regarding Economic Development" as it was presented.

2. It revised and approved Item 2 of the Policy Committee Report, and called for its distribution to Ministries, Nazirates and others concerned with L.A.R.C. Projects. The form which it was approved appears on Page 4 of this Appendix 1.

3. It revised and approved Item 3 of the Policy Committee Report. The form in which it was approved appears on Page 5 of this Appendix 1.

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LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

REPORT OF POLICY COMMITTEE

The Policy Committee held a meeting on September 3rd in the Office of Essayed Ali Sahli, Chairman. It took the following actions:-

1. Revised and approved a "Policy Statement Regarding Economic Development", which it recommends to the Commission for consideration and adoption. See attached statement.
2. Recommends to the Commission for consideration and approval the following principles:-
   a) Generally L.A.R.C. funds not to be used for operation or maintenance.
   b) Generally L.A.R.C. funds should not be used to purchase land.
   c) Careful consideration must be given prior to approving each project whether the Government of Libya will have the financial capability to operate and maintain such activity or facility.
3. Recommends that the Policy Committee be a standing Committee of the L.A.R.C. to which policy questions will be referred regarding interpretation of economic development. The Policy Committee will consider such questions and make recommendations to the L.A.R.C.

Ali Sahli - Chairman
Fouad Kabazi
Marcus Gordon

E.C. Hannum
LARC Executive Director

September 6, 1955

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

POLICY STATEMENT REGARDING ECONOMIC DEVELOPMENT

Activities supported in whole or in part by funds of the Libyan-American Reconstruction Commission must be directly related to and contribute to the economic development of Libya.

The term "Economic Development" as used by the Libyan-American Reconstruction Commission means:-

1. The improvement, extension or expansion or a combination thereof, of existing facilities, services, techniques or practices, or

2. The addition of new facilities, services, techniques or practices, which aid in

a) achieving increased economic self-sufficiency for Libya in the shortest possible time, and

b) raising and spreading the standard of living of the inhabitants of Libya as individuals and as a nation,

and making such progress consistent with the growing ability of the people to utilize and carry forward the activities undertaken.

The above definition of economic development specifically covers, in addition to such obvious things as increasing agricultural production, development of natural resources and public works, the following:-

1. Provision of facilities and services which are basic to the establishment and expansion of private enterprise. This includes highways and other means of public transportation and communication, public utilities providing adequate service at reasonable cost, provision of basic data and analyses such as maps, statistics, laboratory analyses and studies concerning indigenous resources.

2. Economic and financial research, analyses and studies, including means by which such data might be most efficiently compiled and analyzed, and other studies to determine appropriateness of proposed undertakings in relation to long-term economic development of Libya. This includes consideration of ability of the country to finance and otherwise carry forward such activities, once they are started. Information regarding abilities, skills, productivity and size of the labor force is also included.

3. Improving the country's human resources to be more effective in economic development through the provision of physical facilities for

a) public health activities to increase their ability to work, and

b) training and education to raise their level of leadership and competence.

September 3, 1955

drifting away from agriculture resulting in decreased production.

DECLASSIFIED

The Libyan-American Reconstruction Commission adopts the following principles:-

1. Generally L.A.R.C. funds not to be used for operation or maintenance.

2. Careful consideration must be given by the initiators prior to submitting each project and by the Commission prior to approving each project, to whether the Government of Libya will have the financial and technical capability to operate and maintain such activity or facility.

3. Generally L.A.R.C. funds should not be used to purchase land.

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The Libyan-American Reconstruction Commission adopted the following at its Meeting on September 7, 1955:-

The Policy Committee, membership of which will change from timo to time, shall be a standing committee of the L.A.R.C. to which questions regarding interpretation of economic development and other policies, may be referred by the Commission. The Policy Committee will consider such questions and make recommendations to the L.A.R.C.

Encl. No. 1
Desp. No. 198
From Tripoli

DECLASSIFIED Appendix 2A

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

PROGRAM ADDITIONS AND CHANGES

The Technical Committee has reviewed the program as it is now operating and recommends certain additional actions regarding earmarking and allotments:-

Area Development - Tripolitania

At the May meeting of the Commission it was proposed that consideration be given in the programming to an area development project. The general concept was that a fairly large area would be selected for comprehensive development which would include agriculture activities such as water spreading, terracing, land management, soil conservation and other techniques; sanitation including water supply and other improved sanitary conditions in villages in an area including public health programs; education with schools and vocational training; public works facilities such as roads; and other activities which in combination provide an improved community. A study had been given by the Agricultural Technical Sub-committee in discussion with the Natural Resources Technical Sub-committee with the proposal that £L. 50,000 be earmarked for this kind of activity. This earmarking was approved at the June meeting of the Commission. Later, more detailed studies have resulted in a recommendation that the Beni Ulid/Tarhuna area be selected for such an area development project. It is recognized that a coordinating committee is essential to review and plan on a coordinated basis for the activities to be undertaken. Arrangements for such a Coordinating Committee were agreed to and steps will be taken immediately to establish such a Coordinating Committee.

Concurrently it is recommended that money be allotted and made available immediately to start work on water spreading dikes, broad base terraces, wells and roads on this Area Development Project. Machines and labor are available and if work is undertaken now it can be of value in the next growing season. Consideration of allotment at this time must include recognition that the physical activities of undertaking this water control and agricultural activity must not determine the comprehensive program for this area. It is felt that this water spreading activity is an essential part of the area development but it is also a program that should go ahead for the benefit of agriculture and conservation of land and water regardless of the final plans for comprehensive development.

It is recommended, therefore, that the Commission allot £L. 8,000 of the £L. 50,000 earmarked for this project. Further allotments to be forthcoming when a comprehensive program is sufficiently formulated to encompass the whole project.

Approved - September 17, 1955.

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Libya

Land Settlement - Ente Properties - Cyrenaica

At the June meeting of the Commission £L.10,800 was earmarked for this project which required further planning concerning the settlement of Libyans on selected Ente Properties in Cyrenaica. Plans have been developped further and it is now proposed that the full amount be allotted for this project. The work will include rehabilitation and development of Ente farms on the djebel on the basis that it be a trial and demonstration project regarding good financial and farm management. Records will be kept and analysis made to provide helpful information for the Agriculture Credit Bank which may wish to enter into expansion of this activity which is logically a loan financing and rehabilitating project. Utilisation of L.A.R.C. economic development funds on a grant basis should be clearly recognised as a merely experimental and investigation type of activity that will not be repeated on a grant basis.

Approval of the allotment of the £L. 10,800 is recommended on the above basis.

Approved - September 17, 1955.

Wadi Megenin Flood Control

Development of the lower reaches of Wadi Megenin has been considered by this Commission and £L. 120,000 earmarked at the June meeting. Of this amount £L. 20,000 was allotted for clearing up the existing flood channel. Considerations given at the July meeting resulted in earmarking £L. 60,000 of the £L. 120,000 specifically for extension of the water spreading works in connection with the diversion at Sidi Gelani. Depending upon review and agreement by the Natural Resources Sub-committee and other technical coordination this amount would be allotted for early construction of the additional approximately 2000 hectares. The remaining £L. 40,000 was earmarked to be available for a new diversion and water spreading to take place at Bir Es Salama and to the East of the Wadi. This is under review and design.

The plans for the extension of the Sidi Gelani works have been completely agreed to as far as the extension of the main canal is concerned and work should proceed now. Joint sessions with regard to the actual lay out and plan for the water spreading works from the main canal are in substantial agreement but require further consideration. The L.P.D. & S.A. is the Action Agency on this part of the Wadi Megenin project and arrangements are being discussed now for the type of contract to undertake extension of the canal. In view of the progress on the technical features and the need for proceeding, it is recommended that the £L. 60,000 earmarked for extension on the Sidi Gelani works be allotted with the understanding that the extension of the main canal is to proceed but the work on the water spreading is to be started only when there is complete agreement on the plan for the water spreading.

No action - September 17, 1955.

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The installation of a new long-distance telephone communication between Tripoli and Benghazi has been brought to the attention of this Commission for consideration. The matter has been referred to the Public Works Technical Sub-committee and reviewed by it. Considerable emphasis has been placed on this project with request for urgent action. The Technical Sub-committee has made itself available to meet with the Director General of Posts and Telecommunications of the Ministry of Communications and had a meeting with him on Thursday, September 8, upon his return from Benghazi. There has been no question within the Sub-committee about need for improving the communications network in Libya at the earliest possible time. The Sub-committee has felt that the expenditure of such a large amount of money for this activity requires the most careful considerations and, upon review, finds it necessary to have further technical analysis on a broad scale before it is prepared to recommend Allotment of L.A.R.C. money for such an undertaking. In view of the urgency for action, exploration has been made of the possibilities of putting the existing system into more usable condition immediately so that it can be of service for two years or more to provide time for the further analysis and installation of equipment proposed as a result of the technical analysis. The Sub-committee is impressed by the recommendation that within 4 to 6 months the existing high frequency communication between Tripoli and Benghazi could be put into an effective and usable condition that would carry for two or three years at an estimated £L. 5,000. Further details and estimates are to be received, but the recommendation is sufficiently definite to warrant the Sub-committee's recommendation to undertake this activity immediately upon review of the detailed submittal that has been promised. This has the great value of providing better and usable service between the two cities almost immediately, as compared with awaiting the installation of complete new equipment, and provides opportunity to have the further technical analysis that is required prior to recommendation concerning this activity. Furthermore, the Sub-committee is persuaded by the importance of improving this communications network by the most efficient and effective method known that is most appropriate for Libya in its internal communications currently needed and as foreseen for the future, as well as assuring quality communications transmission across Libya consistent with the North Africa Communications Network.

It is recommended (a) that £L. 10,000 be earmarked and allotted for immediate improvement in the High Frequency Network between Tripoli and Benghazi, the final details and arrangements to be made dependent upon the actual report that is received and recommendations made by the consultants, (b) that £L. 20,000 be earmarked and allotted for the employment of Telecommunications consultants to make a comprehensive study and report recommending types of communications equipment to be installed, and (c) that £L. 300,000 be earmarked to be available from next year's funds to finance the purchase and installation of a telecommunications system between Benghazi and Tripoli. If action can be taken prior to the next fiscal year this £L. 300,000 could be allotted from the Development Assistance money that is anticipated from the U.S.A., or, if that is not available at the time, it can be taken from unexpended monies in the current fiscal year program. The Ministry of Communications will be the Action Agency.

Revised and approved - September 17, 1955.
See Appendix 2B.

Erwin C. Hannum
A/Executive Director

September 17, 1955 S.No.3

the utilization of the VHF "Scatter" technique has moved from the sphere of 'possibility' to that of

which we have not got.

APPENDIX 2 5

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

TELECOMMUNICATIONS PROJECT

At the second session of the Seventh Meeting of the Libyan-American Reconstruction Commission held on September 14, 1955, the report of the L.A.R.C. Technical Sub-committee on Public Works on the subject of telephone communications was considered and the following action was adopted:-

1. £L.300,000 of L.A.R.C. funds was Earmarked to be available for the Telecommunications Project. This £L.300,000 is to be available from two sources:-

   a) £L. 125,000 is Earmarked and Allotted from this fiscal year's (1955/56) funds.

   b) £L. 175,000 is Earmarked from next fiscal year's (1956/57) funds.

2. Construction of land lines will start on the Benghazi to El Agheila, and the Tripoli to Misurata sections as soon as plans and specifications can be prepared and approved and contracts let.

3. Work will start on interim consolidation of the present High Frequency Radio/Telephone circuit between Tripoli and Benghazi as soon as the specific proposal from the consulting firm (International Aeradio Limited) has been received, analyzed, approved and put into contract. Within 3 to 6 months this will put the present system into satisfactorily usable condition for two years or more.

4. A contract will be entered into with an outstanding firm of telecommunications experts to:-

   a) Evaluate Libya's present and future requirements for telephone communications - among cities within Libya, and with other countries,

   b) Evaluate electrical and physical phenomenon and characteristics in those parts of Libya that would be involved in telecommunications facilities,

   c) Evaluate the various types of telephone communications equipment that are known and in use in the World today, including combinations thereof, that will be most adaptable for Libya now and in the future, consistent with the quality of service required and ability of the country to operate and maintain, and

   d) Make recommendations within 6 to 12 months on the above basis concerning the system of telephone communications that should be installed in Libya now, including cost estimates and training programs that should be instituted in connection with such installation. The cost estimates shall include

(v) Direct Communications Tripoli - Benghazi (Contd.)

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   c) Evaluate the various types of telephone communications equipment that are known and in use in the World today, including combinations thereof, that will be most adaptable for Libya now and in the future, consistent with the quality of service required and ability of the country to operate and maintain, and

   d) Make recommendations within 6 to 12 months on the above basis concerning the system of telephone communications that should be installed in Libya now, including cost estimates and training programs that should be instituted in connection with such installation. The cost estimates shall include installation costs and annual operation, maintenance and replacement costs. This should provide a recommendation most consistent with sound Economic Development in Libya, now and in the future.

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Agenda would be taken up at a further session on Saturday September 17, 1955, at 10 a.m. The meeting was recessed until that time.

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5. On the basis of the consultant's recommendations, when approved, enter into contracts for the purchase of equipment and the installation of the system between Benghazi and Tripoli.

6. The funds Earmarked and Allotted for this year will be made available to the Ministry of Communications as Action Agency for use in accordance with L.A.R.C. policies and procedures for carrying out items 2, 3, 4 and 5 above. It is estimated that the £L. 125,000 authorized from this year's funds will be more than sufficient.

S.No.8

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It is unfortunate that the telephone communications project was referred to the Libyan-American Reconstruction Commission at such a late stage after needs had become so urgent and some actions had been taken because such a major project that is a vital facility in Economic Development requires adequate time to study and make sure that the large amount of money spent will provide Libya, now and in the foreseeable future, with the best known facilities adaptable to the country and consistent with its needs and resources. When the matter was presented to the L.A.R.C. Technical Subcommittee on Public Works, the Subcommittee was fully aware of the urgency of the situation and was most desirous of acting as rapidly as possible consistent with sound Economic Development use of funds.

Accordingly the Subcommittee proceeded in an orderly manner to review the situation. Inquiry was made as to (1) objectives of the project; (2) availability of data and estimates regarding present and future, internal and external telephone communications requirements; (3) extent to which the various currently used means of telephone communications now in use in various parts of the world had been adequately analysed for use in Libya, consistent with electrical and physical conditions, and with Libya's needs and resources; (4) cost estimates concerning both installation costs and operation and maintenance costs; and (5) other essential factors basic to consideration of the problem. When the Subcommittee found that satisfactory answers were not available on a number of those most significant questions, it could not recommend use of funds on the basis of the present information.

Through the work of its chairman, Sir Arthur Dean, it had found that with the expenditure of a relatively small sum, about £L.5,000, it would be possible to put the present long distance telephone facilities in satisfactorily usable service within 3 to 6 months. This is a much shorter time than will be required to instal a complete new system, and will provide an inexpensive means for "Buying Time" to obtain the answers to the essential questions required, prior to recommending specific action on this very important facility in Libya's Economic Development.

The time bought inexpensively by putting the system almost immediately in satisfactorily usable condition, would be used to have the full question reviewed, a recommendation made, and the most appropriate system installed. This study can be completed in 6 to 12 months, and installation made at the earliest possible time consistent with the system approved.

Erwin C. Hannum
A/Executive Director

September 15, 1955.

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APPEND... 3

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

Account C/3452, Barclays Bank DCO, Tripoli
as at August 31, 1955

Receipts			Payments		
Advances from Govt. of U.K. of Libya, Feb.28 & Apr.9, 1955.	... £L	2,000.000 m/ms	Admin. expenses	... £L	3,306.660 m/ms
Contrib. from the U.S.Govt. May 3, 1955.	... "	50,000.000 "	Transfer of funds to projects	... "	543,610.000 "
- " - June 2, 1955.	... "	304,628.792 "	Repayment of Advance Govt. of U.K. of Libya	... "	2,000.000 "
- " - Aug.24, 1955.	... "	925,768.109 "	Diff. in rate of exchange $ 2,580,000 Aug.24,1955	... "	103.796 "
	£L	1,282,396.901 m/ms		£L	549,020.456 m/ms
			Balance	"	733.376.445 "
				£L	1,282,396.901 m/ms

Encl. No. 1 to Desp. No. 198 dated 7th Dec. 1955

DECLASSIFIED

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

Project Actions, as at August 31,1955

LARC Project No.	NAME OF PROJECT	Earmarked £L.	Allotted £L.	Transfer of funds £L.	Balance £L.
A)	AGRICULTURE, FORESTRY AND FISHERIES	337,250	193,950		
A7C	Training Agriculture Extension Cyrenaica	10,000	6,000	6,000	Nil
B)	NATURAL RESOURCES	469,750	276,350		
B5T	Water Spreading Boni Ulid/Tarhuna	110,000	55,000	10,005	44,995
B7T	Irrigation from Springs, Wadi Caam.	60,000	26,000	6,125	19,875
B5C	Water Spreading Cyrenaica	50,000	20,000	1,070	18,930
B1C	Test Wells, Underground Waters, Cyren.	36,000	36,000	125	35,875
B3C	Irrigation from Springs, Cyrenaica	30,000		155	155
B8C	Wadi Gattara	80,000	80,000	7,375	72,625
B9C	Barce Wadi	20,000	20,000	6,555	13,445
B11F	New Irrigation Systems, Fezzan	72,400	28,000	1,200	26,800
C)	EDUCATION	721,600	461,600		
C1C	Secondary School of Trades, Benghazi	33,000	33,000	5,000	28,000
E)	PUBLIC WORKS	745,000	370,000		
F)	BANKS	2,000,00	500,000		
F1L	National Bank of Libya	500,000	500,000	500,000	Nil
		1,001,400	804,000	543,610	260,390
		4,273,600	1,801,900		

LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

Review of L.A.R.C. Program September 9, 1955

	1955/56			1956/57		
	Programmed	Likely to Use	Balance	Scheduled	Recommend	Earmark
	£L.	£L.	£L.	£L.	£L.	£L.
Public Works	745,000	560,000	185,000	1,060,000	895,000	300,000
Banking, Loan & Special Projects	2,000,000	2,000,000	-	-	100,000	-
Health	451,600	336,600	115,000	109,000	220,000	-
Education	270,000	130,000	140,000	10,000	110,000	-
Agriculture, Forestry & Fisheries	337,250	222,250	115,000	-	215,000	-
Natural Resources	469,750	337,350	132,400	-	300,000	-
	4,273,600	3,586,200	687,400	1,179,900	1,840,000	300,000
Telephone Communications	-	35,000	-	-	300,000	300,000
Administrative Budget	-	35,000	-	-		
	4,273,600	3,656,200	617,400			
U.S. Contribution	4,286,000	3,656,200	629,800	1,428,571		
1955/56 Balance				629,800		
				2,058,371	1,840,000	

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Encl No 3
Desp No 198
from Tripoli

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LIBYAN-AMERICAN RECONSTRUCTION COMMISSION

Public Works Technical Sub-Committee

Present:

Sir Arthur Dean, LPDSA (Chairman)
Mr. E.C. Hannum, LARC
Mr. W.S. Coupe, LARC
Mr. C.W. Barnes, USOM/L
Mr. C.M. Teulon, Govt. of the U.K. of Libya
Mr. E.M. Sicely, Administration of Tripolitania
Mr. F.J. Hossack, LPDSA

Secretary: Mrs. J. Gaer

A meeting was held in the office of the LPDSA on Tuesday, the 18th October 1955, at 9.0 a.m. to discuss the following:

1. TELECOMMUNICATIONS

Mr. H. Scott Killgore, the expert called in by LARC to advise on telecommunications was present. Mr. Blackett was out of Tripoli but Mr. Killgore assured the meeting that he carried Mr. Blackett with him in his recommendations.

These recommendations were considered by the Sub-Committee and are put forward to the Technical Committee of LARC as follows:

(i) The telephone exchange at Tripoli. This should be reconditioned immediately. It is thought that on the basis of reconditioning by Ericsson the cost will be substantially less than by putting in a new exchange, and they are being asked to bid for reconditioning with an extension for 2,000 additional subscribers. At the same time selected other companies are being asked to quote for a similar complete new exchange.

A new building, with an equipment room which will be dust proof and air conditioned, will be necessary.

Budgetary position: This item has not so far been included in the LARC programme, and will require a provision of up to £L 170,000. There is, in the Budget of the Government of Libya, a provision of £L 20,000 for a new building.

(ii) The telephone exchange at Benghazi. This should be reconditioned and brought up-to-date. Prices will be called for as for the Tripoli exchange.

Budgetary position: This item is not included

Mr. [illegible], Asst. of the U.K. of Libya
Mr. E.M. Sicely, Administration of Tripolitania
Mr. F.J. Hossack, LPDSA

Secretary: Mrs. J. Gaer

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(ii) The telephone exchange at Benghazi. This should be reconditioned and brought up-to-date. Prices will be called for as for the Tripoli exchange.

Budgetary position: This item is not included in the LARC programme, but £L 30,000 is provided in the Budget of the Government of Libya, which should suffice.

(iii) Land Lines. The reconstruction of the land line from Tripoli to Misurata at an estimated cost of £L 125,000 is recommended to proceed as soon as plans and specifications are prepared and contracts let.

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1. Telecommunications (Cont'd.)

(iii) Land Lines.

The land line section from Benghazi to El Agheila, however, does not carry traffic which warrants any immediate improvement, and it is not recommended that any expenditure should be incurred on this section. For the present traffic the existing lines are adequate. If subsequent investigation shows that additional facilities are required, this would best be done by some more economical method than re-conditioning and improving the land line. Furthermore, during the past 2 months it has become apparent that the utilization of the VHF "Scatter" technique has moved from the sphere of 'possibility' to that of 'probability' as the answer to the problem of the link between Tripoli and Benghazi. Therefore, the immediate reconstruction of the land line between Misurata and Benghazi, or any section thereof, is ruled out as not economically justified at this stage. This means that the Benghazi - El Agheila section should be left as it is.

(iv) High Frequency Radio Telephone between Tripoli and Benghazi. It is proposed to start as soon as a specific proposal has been worked out to consolidate and improve this by substituting more powerful transmitters at each end, with a re-location of the transmitting and receiving antennae. This will, for the next two - three years, give a much improved line of communication. Specifications are being prepared by Mr. Killgore, on which bids can be called within the next two months.

Budgetary position: This item is covered within the total of £L 125,000 earmarked and allotted by LARC for the over-all scheme. It is estimated that £L 11,000 will cover this item including operation, maintenance and training of local staff.

(v) Direct Communications Tripoli - Benghazi. It is proposed to request one of a group of five specialized American firms to investigate the problems of direct communication between Tripoli and Benghazi, and recommend the most suitable method of establishing a link which will be of service in the international telecommunications network. They will also report on the general telecommunications problems in the country, and on economical solutions of them. The "Scatter" system, which is the most modern, will be thoroughly investigated as well as other possible systems.

Competitive tenders between the five firms selected will be requested for the cost of this investigation, which it is anticipated will take not more than six months, and will result in the submission of specifications ready to call for tenders for the recommended system.

In addition to recommending and estimating the cost of equipment, the survey will also cover the needs for maintenance, training of

the utilization of the VHF "Scatter" technique has moved from the sphere of 'possibility' to that of 'probability' as the answer to the problem of the link between Tripoli and Benghazi. Therefore, the immediate reconstruction of the land line between Misurata and Benghazi, or any section thereof, is ruled out as not economically justified at this stage. This means that the Benghazi - El Agheila section should be left as it is.

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Competitive tenders between the five firms selected will be requested for the cost of this investigation, which it is anticipated will take not more than six months, and will result in the submission of specifications ready to call for tenders for the recommended system.

In addition to recommending and estimating the cost of equipment, the survey will also cover the needs for maintenance, training of local staff, and operation. Also an economic survey of the financial results that are likely to be obtained.

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that should be instituted in connection with such installation. The cost estimates shall include

(v) Direct Communications Tripoli - Benghazi (Contd.)

Although the planning is to be undertaken by a selected American firm the bids for the execution of the work will be on an international basis.

The installation of this equipment will make the equipment mentioned in paragraph (iv) available for use elsewhere in Libya.

Budgetary position: £L 30,000 is available to meet the cost of the investigation. At this stage, until the report of the consultants is received, no figure can be given for the ultimate cost of the installation.

(vi) International Links (a) Tripoli - Tunis border
(b) Benghazi - Egypt border

This will be reported on by the firms selected in paragraph (v) above.

Similarly communications with the Fezzan (Sebha) will be reported on by the same firm.

2. SUK EL GIUMA HIGHWAY

This is postponed for reconsideration in connection with the reprogramming of the LARC funds.

3. FEZZAN ROAD AND THE FEDERAL COAST ROAD

Roads as a Federal subject are considered together. We have had a report from Mr. Van Dyke, the LARC Road Expert, and are of the opinion that in principle this report can be accepted. It is recommended as follows:

(i) The Coast Road should be given a bitumen seal coat immediately throughout in order to hold the road formation as it is at present. This is a wasting asset unless it is retained by immediate stabilization with a seal coat.

(ii) The South Road. This should be reconstructed as a macadamised road without a black top. This will be undertaken by three sets of comprehensive road construction equipment, one set of which will be subsequently allotted to the road for maintenance. Regular maintenance with this equipment is essential for a road of this type.

(iii) The Fezzan Road. This is a scraper and drag operation to be done with two sets of equipment. Operations are unlikely to start before the fall of '56 as orders have to be placed for the necessary equipment. Meanwhile the present programme of stage by stage improvement of the road in difficult lengths by hand labour, financed by the Development Agency, will continue.

The above is based on following the existing alignment. Until the mines are cleared no survey for improvement of the existing alignment, nor of any alternative alignment, is possible.

3. Fezzan Road and the Federal Coast Road (Contd.)

The Coast Road will need complete resurfacing but this, as a long term project, can be taken up by the Spring of 1957. Meanwhile, surveys for re-alignment and improvement of vertical and horizontal curves (lines of sight) should be put in hand through consultants, who will also prescribe the necessary plant.

It is essential to have bye-passes for all bridges for exceptional loads. The bridges will be designed as recommended by the consultants.

Immediate action is desirable on safety signs and centre lines of curves and vertical curves.

For all the above the recruitment of a consulting engineer to advise on staff, utilization of equipment, training of personnel, and the road design in general is urgently necessary. It is proposed that a short list of American consultants, known to have experience in Middle East countries, should be invited to quote. It is urgent that equipment be ordered immediately as delivery dates are long. It is considered advisable to stick to one type of equipment, and for this it is recommended that Caterpillar diesel equipment should be given serious consideration for all tractors and graders.

Budgetary position: This is a revision in the LARC programme for which £L 210,000 has been earmarked and allotted for this year, and £L 300,000 earmarked for next year, which is sufficient to meet all the expenses contemplated in the programme.

4. DOMESTIC WATER SUPPLY, TOBRUK

Possibilities other than pumping from Derna which appear likely to be more economical are under investigation.

5. ELECTRICITY, CYRENAICA

The supply of electricity should be a matter of commercial development, and not a matter for a grant. It would appear that this should be put on a revenue producing basis, and the financing plan should be based on a loan rather than a grant from LARC. More details will be needed if LARC are to give consideration to this project.

Incidentally, the LPDSA has been financing electricity supplies in Benghazi and the outlying stations in Cyrenaica, and has a continuing programme for this.

6. WADI MEGENIN

LARC have arranged for consultants (COTHA) to prepare a preliminary study for a diversion of the flood waters on the right bank.

The meeting closed at 12.30 p.m.

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From Tripoli

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Proposed Highway Program for Lybia

A.J.Van Dyke

Field inspection trips together with conferences with Government officials of both the United States and Lybia show that a Highway Maintenance and Construction Program is essential to maintain the present highway system and to expand it as required to keep pace with the economic development of this country.

The principal Highway in Lybia is the Coastal Road that runs from the Tunisian border on the west to the Egyptian border on the east. This road has all been paved with asphalt altho much is in a poor state of repair. Many bridges were destroyed by the various armies that were in this country during the war. The war time traffic also added to the poor condition of much of the road.

Of secondary importance is the By-Pass Road or Southern Road in the eastern part of Lybia. This road branches from the Coastal Road at the town of Barce and re-enters the Coastal Road 138 kilometers farther east. This road was of considerable strategic importance during the war due to a vulnerable canyon section and a bridge on the Coastal Road. It was paved but no maintenance whatever was done and it has an extremely rough and broken pavement surface at this time. There is little or no economy on this route but it cannot be completely abandoned as some heavy truck traffic does use the route because of better ingredients and a small expenditure is justifiable from the viewpoint of its possible strategic importance.

Considered third in importance is the road south from Tripoli to the Fezzan. This road is through desert country and altho of some political importance it has neither resources of the area or traffic density to justify a high type road being constructed. It is possible over much of the road to maintain high speeds at the present with practically no work having been done.

In order to properly save and protect the tremendous investment on the Coastal Road it will be necessary to place an asphalt coating for its entire length of about 1,000 miles. Some of this seal will probably be destroyed later due to reconstruction but it is all important that the most speedy means be applied to prevent further loss of the surface of this road. Delay will cause it to be necessary to rebuild much of the road and use funds which otherwise may be used for expansion of the highway system. Equipment, materials and personnel will be required for this all important phase of the highway program.

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There are many bridge studies that must be made and many studies of sections of the roadway of the Coastal Road. Some bridges should be replaced altho there are some locations where dips are serving the traffic very well. Some curves should be eliminated and some short sections of realignment should be made. There are many sections that must be reconstructed due to settlement of embankment and failure of pavement. These studies should be made while the program of sealing the Coastal Road is in progress. Surveys must be made and plans and specifications developed.

The Southern or By-Pass road was built to a higher standard than the normal economy and traffic of the area can justify. Also the route closely follows that of the Coastal Road. The Coastal Road serves more population and towns and is in a better state of repair. It logically follows that the emphasis should be placed on the Coastal Road altho the South Road should not be entirely disregarded. It is suggested that the South Road be reduced in standard of design to be more in keeping with its need. There cannot be justified from any viewpoint rebuilding this road to the standard to which it was originally built. It is proposed to scarify the existing asphalt surface and so break it down in size until it can be bladed into shape and riding surface. This method will provide the area with a secondary road of good characteristics and will preserve the roadbed should it be needed for future heavier use. This can be done fairly cheaply.

The Fezzan Road can be developed into a completely satisfactory road by blading and maintaining the natural gravel surface. It is a fairly fast road now in most sections and the balance can be created into a good road of the third classification. It is proposed to remove large rocks and so blade and shape the roadbed that a road will result that will be in keeping with the needs. This may be called "phase" development as the location should be made so that it will be suitable for expansion to a higher standard should the future economy require it.

In order to place the asphalt seal on the Coastal Road, to repair its bridges and roadway where needed, to re-create the South Road and to develop the Fezzan Road, it will require much equipment, personnel, materials and time.

Equipment lists have been prepared and soon orders will be placed to insure the arrival of the needed machinery at the earliest possible time.

Material needs are being studied and soon orders will be placed for these materials of construction.

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In order that the present staff of the Lybian Highway Organization be adequate to handle this unusually large highway program it is thought necessary that certain engineers be employed to augment the group that exists.

As an aid to the formulation of the staff that will be required, there are the following suggestions, together with job descriptions. It is believed that these positions should be filled if a well-rounded engineering group is to be established. It is probable that other subordinate positions may have to be recruited for the first year or so.

1. Chief Engineer (Counterpart of Mr.Teulon, Chief Eng'r of Roads)
2. Design Engineer
3. Maintenance Engineer
4. Construction Engineer
5. Equipment Engineer
6. Laboratory Engineer
7. Bridge Engineer

1. The Chief Engineer selected shall be a mature person that has held a position or positions equivalent to that of a State Highway Engineer. He shall be well versed in the administration of a highway department and be able to plan and create one in all of its various phases. He shall have had vast experience in the administration of all types of highway contracts and understand well the necessary organization required to design, construct and maintain a highway system. He shall be able to advise the local government in matters relating to legislation. He shall have knowledge relating to the raising of revenues for highway use. He must be of good health and be of a sympathetic nature in order to deal daily with the people of a different language and a different degree of education. In order to have the proper prestige the recruit should be a college graduate in Civil Engineering. Preferably he should have had previous overseas experience. He should be recruited from an area that has similar climatic conditions to that of Libya. Texas, New Mexico or Arizona would be suitable. A person that dislikes hot, arid country should not be sent to Libya. The person should be of an agreeable nature and able to deal diplomatically with third country nationals as a great many Europeans are employed by the local government in positions of importance.

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2. The Design Engineer should have had at least ten years of experience in the design of roads and streets. He should in particular have had experience in desert areas and in the design of bases and pavements that may be constructed with little or no water as this is a scarce item in Libya. He shall be able to not only design and oversee a drafting and designing room but shall be possessed of the qualities of an instructor, as training of nationals will be an important part of his work assignment. He shall be able to direct the obtaining of field data that will be the basis for his designs. He should preferably be a college graduate. He must be of an agreeable nature.

3. The Maintenance Engineer shall be a man of great practical experience. A degree is not necessary for this man as vast varied experience is more important than college training. He shall be a mature man of good health as his work will include much travel in arid country. His experience should have been mainly in dry desert areas where water is a premium article. He should have had much experience in the maintenance of low cost roads and be completely able to carry out a complete training program in the field of highway maintenance. He will work closely with laborers that do not speak English. He must realize that this is his assignment and that his work will involve actually demonstrating himself just how to do various patching and rebuilding works. He shall be able to improvise as modern equipment will not ordinarily be available and if it should be, modifications to suit local conditions will be required at times.

4. The Construction Engineer should be a college graduate as he will deal directly with engineering graduates of other countries and must have this prestige. He should have had at least ten years of actual construction experience and know the contractors side as well as the engineering side of the construction field. It is probable that many contractors whom he will supervise will not be acquainted with modern machines and methods and will require direction. He must be of good health as he will do much rough traveling. He shall train engineering inspectors so that they can utilize plans and specifications to insure work being done in accordance with the governing plans and specifications. He must be able to work with people who speak a different language to himself. He will spend much time out of the capital city. He should have had many years experience with a state highway department in order that he can establish a construction division within the highway department of Libya.

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5. The Equipment Engineer shall have had at least ten years of association with road machinery. He shall know how to purchase proper equipment for the given project and be able to set up operation training schools for the equipment. He shall be able to teach both operation of equipment and be able to train mechanics for the repair of the equipment. He shall be able to establish proper central and field shops and to equip and man them. He will be required to do much traveling seeing that construction and maintenance equipment is properly operated and maintained. He will work closely with the Maintenance Engineer as there is a certain overlapping of the two positions. He must be able to work with people of a different language. He must be patient and agreeable.

6. The Laboratory Engineer shall be able to establish central and field laboratories and be able to train locals in the necessary tests for determination of suitable materials of construction and in the necessary tests for field control during construction. He should have had many years, not less than ten, with a state highway department. He should come from an arid section of the United States and be accustomed to arid conditions. He shall work closely with the design engineer and with the construction engineer. He shall be able to set up specifications for the use of local materials after their characteristics have been determined. He should have practical application experience as well as theoretical laboratory knowledge.

7. The Bridge Engineer shall have had experience in desert areas where flash floods are the rule rather than constantly flowing streams. The bridges he will be called upon to design and assist in construction will be those that are subjected to extremely rough treatment for short intervals. He must utilize local materials to a maximum and masonry structures will be used more than reinforced concrete. He shall be able to determine runoff characteristics from a very meager supply of data and he must have had much field experience to be able to do this. He must create the maximum using the minimum of materials and data. He should have had at least ten years experience with a state highway department and be able to create a functioning bridge division within the Libyan National Highway Department.

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As it is now proposed to expend about 9 million dollars in the period thru fiscal year 1961 a staff will be needed to properly handle and control the projects to assure Lybia of getting the very most out of its expenditures.

It will not only be the function of the proposed additional staff to aid in the actual construction program but they will be charged with the responsibility of conducting training of Lybian nationals in all phases of highway planning, construction, administration and maintenance. It will be the purpose of the program to not only create a satisfactory system of highways for Libya but also have a trained group resulting at the end of the program that can efficiently care for its own problems. This two-fold function is now operating in Iraq, Egypt, Jordan and in other countries of the Near and Middle East.

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Inspection Trip on Libyan Highways
September 24 & 25, 1955

A.J. Van Dyke
Highway Engineer
ICA/Washington
Tripoli, September 1955

An inspection trip was made over the coastal highway from Benghazi East a distance of 238 kilometres to the point where the "By-Pass" or "South Road" meets with the Coastal Route. The length of the By-Pass Road is 138 kilometres. The outbound trip was made on the Coastal Route and the return trip was made on the By-Pass or South Road. We left Benghazi at noon on Saturday, September 24 and spent the night at El Beida. We returned to Benghazi at one in the afternoon of Sunday, September 25.

On both routes it was conspicuous that maintenance had been given no attention and the reconstruction work that was in progress was only made necessary because of this lack of attention. It is strongly recommended that a maintenance agreement be made with the Government of Libya to cover each road or each section of road that United States funds are expended upon. It is usually extremely difficult to enforce agreements of this nature but their existence provides a "lever" that may be applied when additional funds are requested. Special attention must be given to the maintenance angle should a training program be instituted.

It is believed that the method of reconstruction being used may be improved upon. The existing asphalt surface is being completely scarified by hand labor. Additional crushed rock is being added and the mass smoothed by hand and rolled. Then a new asphalt surface is placed. This scarifying is not necessary, is expensive, and is not being practiced in the United States. The modern system is to use asphaltic concrete, either road mixed with a blade or plant mixed material, for leveling and strengthening. When the existing surface and base are scarified, valuable compaction that has developed over the period of years the pavement has been in place, is lost and there is no method of consolidation that can accomplish the same state.

Asphaltic concrete is more satisfactorily placed with a long wheelbase blade to create a better riding surface but the skill that the workers showed on the project visited could be used in a suitable manner. Asphaltic concrete can be spread and shaped by hand-used rakes, templets and straight edges.

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There were workers in the contractors crew that could place asphaltic concrete perfectly well. On reconstruction work, cutback or emulsified asphaltic concrete mixes should be placed with a blade in order to assure complete areation of the material. Very often material of this type is placed with a paving machine and volatiles are trapped in the mass and shoving develops. Blading also gradually fills depressions and creates a riding surface of better quality. On reconstruction work asphaltic concrete is usually needed to be placed in variable thickness in order to smooth out settlements and paving machines do not lend themselves to this use. A discussion of asphaltic concretes has been prepared for Mr. Hannum, Director of the LARC organization and should be consulted by interested parties.

On about 10% of the road inspected more drastic and more expensive measures of reconstruction would have to be used. These sections were where the road is in very rough condition and pavement badly broken due to embankment settlement. This was usually on fills that had not had proper consolidation when the earthwork was being constructed. A layer of crushed stone 4" to 6" in depth can be placed directly upon existing pavement in these areas and bladed, shaped and rolled to a new cross section and riding surface. The supporting value of the existing road is thus utilized and there is no interference with traffic.

Using asphaltic concrete for leveling would cost about one half of the method now being used and would be much faster as well as provide a surface that would stay much smoother. The placing of a new rock covering would be comparable in cost to the method being used but would provide added base thickness and strength in areas where it is obvious that there is need for it.

The most apparent need is for modern equipment, not to replace the hand labor but to supplement it in such a fashion as to produce better results. The better results will come because of more adequate compaction and placing methods. Blades are needed as are pneumatic rollers and three-wheeled rollers of the "Rolls-Plane" type. These modern three-wheeled rollers act with three steel wheels in the same plane, and level and iron surfacew in a manner not possible with the usual two-wheeled roller. Only sufficient equipment should be purchased to equip for about a five or six year program and no attempt should be made to buy enough equipment to reconstruct all roads at one time.

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With adequate blade equipment many of the existing roads of natural gravel can be easily maintained to produce a road perfectly suitable for the needs. A suggested list of equipment for the South Road, the Coastal Road and the Fezzan road has been prepared.

Two lane bridges cannot be justified in any instance to replace existing single lane bridges. Neither sufficient traffic exists nor is the existing or potential economy sufficient to support a change of this magnitude. New construction of bridges should receive special attention and study as location, usage and cost considerations may justify two lane construction.

The South Road or By-Pass Road has had much discussion. The total traffic on this road as observed by our party consisted of 10 Bren Carriers on tracks and 9 other vehicles of which 4 were military trucks. That on a total stretch of 138 kilometres. The country traversed is very poor. The Coastal Road is no farther from the South Road at any point than 25 kilometres. The Roads parallel each other. The only feature that the South Road possesses that is better than the Coastal Road is that there is loss of altitude and the gradients are better. The South Road has received no maintenance and the greater percent of the original investment has been allowed to vanish. The Coastal Road has had some maintenance and reconstruction projects. There is no questioning the fact that the Coastal Road is in much better condition and would cost considerably less to develop and to maintain. It is also a fact that there is no basis upon which the reconstruction of both roads can be justified. The total traffic and the combined needs of both routes are not sufficient from the viewpoint of strict economic justification to pave and maintain a single route. The investment, condition and traffic habit on the Coastal Road are however factors which do influence the consideration of the perpetuation of this route.

On the South Road it is recommended that no money be spent to recreate a road of the standard to which it was originally built. The only money that can be justified would be that necessary to scarify the entire roadway, break down the asphalt by the use of sheepsfoot rollers or grid rollers, and then reshape and consolidate the mass into an open surface road.

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The gravel or crushed stone road that would be built would be in keeping with the needs of the area and be a satisfactory traffic way.

The participants of the inspection party were:-

Mr. Wm. S. Coupe - Management Engineer, L.A.R.C.
Mr. C. M. Teulon - Chief Road Engineer, Libyan Government
Mr. D. J. Leach, Road Engineer, Libyan Government,
Benghazi Area.
Mr. A. J. Van Dyke, Highway Engineer, I.C.A./Washington
the writer of this report.

September 28, 1955

the cost of equipment, the survey will also cover the needs for maintenance, training of

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Highway Inspection Trip - Lybia

September 27, 1955

A.J.Van Dyke

This inspection trip was from Tripoli east along the Coastal Road to the town of Homs, a distance of 76 miles. The first 60 miles is on the coastal plains and the balance, on the Homs end, is in small hills.

There exists a traffic problem due to the existence of much donkey cart use. It is of utmost importance to the native population and since it will always exist it must be considered when a highway scheme is being studied. It is believed that a pavement width of 36 feet will care for both slow moving cart traffic and for fast motor vehicle traffic. Studies will be needed to determine just what sections should be widened and for what distance. Traffic must be observed at all hours in order to arrive at a satisfactory solution. In some places widening will be hindered by trees and buildings. Practically any amount of widening will be beneficial but an attempt should be made to widen to 36 feet.

Generally speaking the road is better than can reasonably be expected in consideration of the traffic density and economy of the area. It is obvious that maintenance has been sadly neglected and if something isn't done in the immediate future to seal and protect the asphalt that exists, a very considerable reconstruction program will be needed. The original investment was huge and it is to be deplored that it was not taken care of.

Shoulders need blading over the entire length both to protect the pavement edge and to provide a place of refuge for damaged cars or those out of control.

Any seal coat that is applied should be covered with fairly large sized aggregate or cover stone. The surface that exists is slick in many places and sharp, good sized cover stone will aid to correct this hazard. Cover stone should have a maximum size of about 5/8 inch and should contain an absolute minimum of dust and small sizes. Dust, if necessary to blot to correct bleeding, may be applied later but dust on the cover stone prevents adherence of the asphalt. It is thought that an application of about 0.4 gallon of hot liquid asphalt per square yard will be about right altho trial applications may show this to be too little or too great an amount. Should cut-back or emulsified asphalt be used the residual bitumen should be about the 0.4 gallon suggested. It must be remembered that both emulsion and cut-back is partially a "carrying agent".

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There are many sharp horizontal and short vertical curves of this road. The curves should be center-striped in order to both advise traffic that there is need for caution and to guide them. Many of the horizontal curves may be lengthened and flattened easily and this should be done after a study has been made of them. It is more expensive and more of a hinderance to traffic to correct vertical curves however and it is believed that center striping will care for most cases.

There are many cases of obstructed sight distances around horizontal curves where much improvement can be readily accomplished by cutting the back slope. There are also several places where tree removal on the inside of curves should be done.

To indicate that the road is in fairly good condition and that the existing grades and alignment are not too bad is the fact that it is possible to maintain a 50MPH speed on the first 60 miles and a 40 MPH speed the rest of the way. This may be done COMFORTABLY. On the whole route there are not over six places where a slower rate of speed is mandatory.

Specific changes which it is suggested should be made are as follows:

1. A line change should be made from Marker 19 to Marker 23 from G.Garab. The old fill should be used and a new culvert placed. It is thought that a 60" metal pipe will care for the water. The existing dip in this area is well built and satisfactory if the approaches and the adjoining sections are improved.

2. At Marker 50 from Homs a bridge should be built. The fill and abutments exist as does a dip that replaced the war-destroyed bridge. The dip is well-built but the approaches are poor and dangerous. To improve the approaches would be expensive and it is thought better to spend this money on the bridge. The bridge location is good and very obvious. It is thought a single lane bridge will be quite satisfactory for the traffic needs. The existing abutments may be utilized with a small amount of repair.

3. The Hill section beginning at K20 from Homs is winding but is in good repair and the curvature may be expected in this type of terrain. A system of conspicuous warning signs and markings should be placed in this area. Center striping will also aid greatly.

Little attempt should be made to increase the standard of this road. It is better to create tap roads to existing or potential resource areas until the general economy of Libya is expanded.

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